

BICYCLE MILWAUKEE

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Bicycle Plan for the City of Milwaukee, Wisconsin

The time is right for promoting bicycling . . . Americans are concerned about the environment and interested in health, fitness and exercise. Increasing the amount of bicycling . . . will take time, but can occur by developing and implementing policies, plans, and measures which respond to the potential for bicycling . . . expressed by people in recent surveys.

--National Bicycling and Walking Study
Federal Highway Administration, 1991

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BACKGROUND

In the summer of 1991, at the direction of Mayor John O. Norquist, City of Milwaukee staff initially convened the Mayor's Bicycle Task Force (hereafter "Task Force"). Informally constituted, the Task Force was comprised of city staff, public members, and representatives of other units of government (see Appendix B). The Task Force was given a broad charge: to recommend to policy makers ways to make Milwaukee a more bicycle-friendly community.

The Task Force met periodically throughout 1991 and 1992 and laid the foundation for future activity in the area of bicycle policy development and implementation. Among the accomplishments of the Task Force were:

- Improved communication among bicycle advocacy groups and city staff.
- Increased awareness across city agencies of the needs of bicyclists and the benefits of bicycle transportation.
- A subcommittee report detailing bicycle safety and promotional recommendations.
- A subcommittee report offering engineering recommendations.
- A preliminary review, conducted by staff of the Bureau of Engineering, of transportation infrastructure design criteria.
- Attendance by city staff at bicycle planning and bicycle safety seminars.
- A preliminary bicycle routing plan for the City of Milwaukee.
- Development of proposed signage design.

The primary recommendation of the Task Force was formally to incorporate its work into a comprehensive bicycle plan for approval by the Common Council and the Mayor. This document fulfills that recommendation.

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INTRODUCTION

More Americans are bicycling than ever before, according to the Bicycle Federation of America and the League of American Wheelmen. In the last five years the number of bicycling adults has increased by 20%.

The Milwaukee area is no exception. During recent years the Southeastern Wisconsin Regional Planning Commission (SEWRPC) has observed a marked increase in bicycle ridership for both commuter and recreational purposes. With no formal bicycle plan or promotional policies in place, the City of Milwaukee has seen ridership on a single route, from the University of Wisconsin-Milwaukee to the central business district, grow by 26% since the mid-1970's.

The City of Milwaukee is serious about the bicycle as a means of transportation. In the Strategic Planning Principles adopted by the City Transportation Commission on July of 1992, bicycling assumes a significant place in the transportation mix. According to the document, "Cities and pedestrians and bikes are nearly a perfect match. Milwaukee can and should do more to actively encourage walking and cycling."

The 1990 reauthorization of the federal Clean Air Act Amendment (CAAA) provides transportation challenges and opportunities for the greater Milwaukee area. Under the Clean Air Act Amendment, the Milwaukee area must substantially reduce auto emissions over the next fifteen years or face sanction by the federal government, including possible mandatory reduction of industrial production.

Converting automobile trips to bicycle trips is among the many strategies which will be needed to meet the CAAA. The potential for such a conversion should not be underestimated. While smaller and facing fewer historical obstacles to bicycle travel, Madison, Wisconsin has documented that 11% of that city's work trips are by bicycle.

Recent federal law further encourages bicycling through the Intermodal Surface Transportation Efficiency Act (ISTEA). Under the provisions of ISTEA,

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bicycling assumes a greater transportation role than in the past. Dollars that were once dedicated exclusively for highways can now be allocated flexibly by states to meet changing transportation needs. ISTEA also creates various funds to be used for transportation modes, such as bicycling, which will help improve air quality and energy efficiency while reducing highway congestion.

The 1990's present the Milwaukee area with unique transportation challenges and opportunities. If those challenges are to be met and those opportunities fully realized, bicycling must play a prominent role.

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PLAN/Summary

Goal: To increase commuter and recreational bicycling in the City of Milwaukee.

Objective 1: To institutionalize bicycle transportation into all appropriate city programs, projects and activities.

- Assign an existing employee as bicycle coordinator.
- Reconstitute and formalize the Mayor's Bicycle Task Force.
- Implement policies that increase bicycle use by city employees.
- Develop city ordinances/policies that incorporate the needs of bicyclists.

Objective 2: To significantly improve bicycle access to all major destination points.

- Conduct formal inventory of existing conditions.
- Implement integrated plan of routing projects.

Objective 3: To enhance bicycle safety.

- Build bicycle safety into transportation system design.
- Improve enforcement of bicycle-related traffic violations.
- Augment current bicycle safety education efforts.

Objective 4: To establish an on-going bicycle information and awareness program.

- Print and distribute bicycle route maps utilizing state and federal funds.
- Conduct training seminars for appropriate city staff.
- Co-sponsor Bike to Work Day/Week.
- Promote event-related bicycling.

Objective 5: To pursue an aggressive Community Bicycle Investment strategy.

- Secure sufficient funds to conduct the city's Bicycle Plan in a timely fashion.

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Objective 1: To institutionalize bicycle transportation into all appropriate city programs, projects and activities.

Task 1A: Assign an existing employee as bicycle coordinator.

The Bicycle Milwaukee plan is founded on the premise of assertive, coordinated municipal action. A permanent, full-time bicycle coordinator is necessary to fulfill this premise and to address the bicycling needs of a community of over 600,000 people. Federal money is currently available to fund such duties.

Every major American city with a successful bicycle program devotes significant staff resources exclusively to bicycle policy development, coordination and implementation. The costs of supporting a Bicycle Coordinator are likely to be recovered several-fold in the form of direct and indirect benefits to the community. According to the Federal Highway Administration (FHWA), increased bicycling results in the following benefits:

- Improved fitness and exercise
- Reduced health care costs
- Increased aesthetic enjoyment
- Enhanced sense of neighborhood
- Increased options for those with or without motor vehicles
- Reduced traffic congestion
- Reduced fuel consumption and cost
- Reduced air pollution
- Reduced vehicular noise
- Avoided costs for roadway improvements

FHWA goes on to say that "(t)he best way to maximize benefits and minimize costs of (bicycle programs) is to institutionalize bicyclist needs into the transportation planning process." In large cities, a professional Bicycle Coordinator is central to such institutionalization.

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As the title would suggest, the Bicycle Coordinator is responsible for integrating bicycle transportation into the day to day operations of city government in a coordinated fashion and thus enhancing the responsiveness of city government to bicycling needs. In short, the chief function of the position is to accomplish or facilitate the accomplishment of the remainder of the objectives and tasks.

Task 1B: Reconstitute and formalize the Mayor's Bicycle Task Force.

The Mayor's Bicycle Task Force should be formally reconstituted into a permanent volunteer body, or Council, which includes public members and is staffed by the Bicycle Coordinator. The function of the body is, in cooperation with city staff, to oversee and guide bicycle policy development, and to make recommendations to the Mayor and the Common Council.

Participation of the bicycling public is essential to an informed and effective bicycle program. Conferring formal status in the Council signals the importance of bicycle transportation to city policymakers and the community at large, and establishes a mechanism for city government to anticipate and respond to changing needs.

Task 1C: Implement policies that increase bicycle use by city employees.

The City should set a good example for the community by pursuing personnel policies that encourage bicycle commuting and work travel. Increased work-related bicycle travel by police officers, building inspectors, and others should be considered. The current indoor bicycle parking facilities should be maintained and expanded as needed. Shower and locker facilities should be made a part of the building capital plan. A small bicycle fleet (perhaps composed of unclaimed surplus bicycles) should be made available to employees for short distance work travel needs, and employees should be encouraged to save tax dollars by using that fleet instead of the auto fleet, when feasible.

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Task 1D: Develop city ordinances and policies that incorporate the needs of bicyclists.

An effective way to institutionalize bicycle transportation into city operations is to ensure that as many city documents as possible consider the needs of bicyclists. For example, consideration should be given to amending the city's zoning ordinances to include bicycle parking provisions. In addition, city street manuals and design policies should reflect AASHTO's "Guide for the Development of Bicycle Facilities," including minimum recommended standards for bicycle routes and non-route arterials (see *Tasks 2A, 2B and 3A* for further discussion).

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Objective 2: To significantly improve bicycle access to all major destination points in the city.

Task 2A: Conduct formal inventory of existing conditions.

According to AASHTO, "planning for bicycle facilities begins with observing and gathering data on the existing conditions for bicycle travel." The Task Force, in conjunction with the City Bureau of Engineers, has already begun this work on an informal basis. The work of the Task Force has resulted in:

- Completion of a comprehensive bicycle safety and program status questionnaire for the AASHTO Standing Committee on Highway Traffic Safety/Pedestrian and Bicycle Task Force.
- Improved communication with SEWRPC and Milwaukee County on commuter and recreational ridership trends and goals.
- First hand observation and analysis of current and potential bikeways.
- Completion of a proposed Bicycle Milwaukee route plan. (*Task 2B*)

This valuable information should be supplemented by hard data and formulated into a single baseline working document, or report. At minimum the report should include:

1. Formal review of infrastructure design criteria and bikeway conditions.

Street operation and design manuals and policies should be reviewed and, if necessary, updated. All arterials and collectors should, where possible, meet AASHTO standards for bicycle facilities.

Problems, safety concerns, and opportunities must be further identified and recorded. Roads and bikeways where bicyclists both do or do not currently ride should be examined for suitability.

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Particular attention should be paid to obstructions and impediments to bicycle travel, including but not limited to:

- a) unsafe grates
- b) difficult intersections
- c) debris
- d) insufficient lane width
- e) poor pavement or shoulder condition
- f) dangerous traffic speed or volume
- g) automobile parking policies
- h) bridge expansion joints
- i) signalization deficiencies
- j) unavailability of bicycle parking

2. Ridership survey results.

"Public participation is essential during the inventory of existing conditions." The observations of both bicyclists and non-bicyclists are important for a full understanding of conditions, needs and attitudes.

The survey should be conducted in cooperation with WisDOT, SEWRPC, Milwaukee County, and other interested Milwaukee County municipalities. While it should include recreational riders who predominantly utilize the Milwaukee County system, the primary focus should be on commuter or utilitarian bicycling.

Among the information sought on the survey should be:

- a) ridership numbers, recreational and commuter
- b) specific commuter route usage or preferences
- c) origin and destination data
- d) latent ridership to currently inaccessible high traffic destinations
- e) attitudes of bicyclists and non-bicyclists

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Task 2B: Implement integrated plan of routing projects.

The routing plan is the backbone of the Bicycle Milwaukee Plan. It should be reviewed and updated periodically by the Bicycle Council and the Bicycle Coordinator, and it should be responsive to projects and plans of other local governments involved in bicycle programming.

The plan follows several principles. The plan is intended to accommodate a whole range of cyclist's abilities and needs, but is tailored primarily for the "average adult cyclist," or level "B" rider, as defined by the Bicycle Federation of America. This "B" group holds the greatest potential for increased bicycle transportation.

While the routing system seeks to increase all types of bicycle riding, particular emphasis is placed on commuter travel and on-road improvements.

Suggested routes are safe, convenient, and relatively direct. Routes are intended to be well-integrated with each other and with existing Milwaukee County bicycle routes, although further discussion will be necessary to maximize the commuting opportunities of the city and county systems.

Routes are further intended to integrate well with the current transit system to create a multi-modal network. This may also require additional review and refinement, especially after the completion of the East/West Corridor Study.

Finally, routes are prioritized, so the system can be implemented in a phased approach as funding becomes available.

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Designation of a route on the plan means:

- a) Signage will be provided
- b) Pavement conditions will be maintained to a higher standard
- c) Street sweeping will be accelerated
- d) Minor design improvements will be made where necessary and appropriate, including grate replacement, lane striping and drainage improvements
- e) Major design improvements will be considered as scheduled resurfacing is performed, including possible parallel facilities, lane or shoulder widening, land designation, and curb and gutter improvements
- f) Signalization will be reviewed and improved where appropriate
- g) Auto parking policies will be reviewed and amended where appropriate
- h) Bicycle parking facilities will be provided at key destination points along the route

While much of the proposed route system has been thoroughly inspected, a route segment should be reevaluated prior to a project's implementation. Site inspections and other means should be used to determine the appropriate treatment. Evaluation criteria should include, at minimum:

- a) current and projected auto traffic
- b) current and projected bicycle traffic
- c) design constraints
- d) cost
- e) accessibility to and integration with other portions of the system
- f) accessibility to and integration with other modes of transportation

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Priority One Routes (Goal 1993-1995) represent a basic network serving the Central Business District (CBD), and moving bicycle traffic between the University of Wisconsin-Milwaukee (UWM), through the CBD and to the Marquette University area. Among the other major institutions and destinations on or very near Priority One routes are the Lakefront and Summerfest grounds, Milwaukee Area Technical College, Grand Avenue Mall, City Hall, and the Milwaukee County Courthouse complex. Many Priority One routes are currently heavily traveled by bicyclists and do have some signage. Bicycle racks will be provided at facilities at or near Priority One routes. (See Appendix)

Priority Two Routes (Goal 1995-1998) provide improved bicycle access and circulation to the system especially in the Marquette, UWM, and Historic Third Ward areas, while substantially extending the system west to reach the Milwaukee County Regional Medical Center, which generates hundreds of thousands of vehicle trips per year. (See Appendix)

Priority Three Routes (Goal 1997-2000) substantially expand the scope of the system by providing major east/west and north/south corridors on both the north and the south sides. These corridors are designed to integrate well with the current Milwaukee County network. And they provide access to the historic Mitchell Street and Sherman Boulevard areas, the Brewer's Stadium area, the Veteran's Center, and Mount Mary College. (See Appendix)

Priority Four Routes (Goal 1999-2002) are intended to expand the basic system geographically to the greatest extent possible. They provide major east/west and north/south extensions on both the north and south sides. (See Appendix)

Priority Five Routes (2001-2004), besides expanding the system to its full extent, provide better access and circulation to Priority Three and Four routes. (See Appendix)

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Priority Study Areas are identified in five locations for possible addition to the route map. The Bicycle Council is the appropriate body for the studying these areas and making recommendations.

- 1) A north/south route over the Dan Hoan bridge has been discussed for several years. Federal funds may be available for implementation. In conjunction with SEWRPC and Milwaukee County, both this route and a surface alternative should be investigated.
- 2) An east/west route through the Menomonee River Valley along the Menomonee River, connecting the Lakefront to the Brewer Stadium area should be seriously considered. The potential for this route depends on a host of other local and state development issues in the Valley.
- 3) A convenient north/south route across the Menomonee Valley should be found between 6th Street and the Veteran's Center. Should the 27th or 35th Street bridges be scheduled for major maintenance or reconstruction, accommodation of bicycle facilities should be a priority.
- 4) The feasibility of accommodating bicycle traffic on diagonal streets should be seriously considered. Currently, traffic, parking, and design and signalization concerns make it inadvisable to include major diagonal streets in the routing system. However, the commuting potential of such streets, particularly Fond Du Lac Avenue, is high enough to merit further investigation.
- 5) A route incorporating the perimeter of Harbor Island should be studied and jurisdictional and management questions resolved.

Depending on the results of these studies and the recommendations of the Bicycle Council, these Priority Study Routes may be elevated to relatively high Priority Route status for implementation. The elevation of these Priority Study Routes is in contrast to the corridors identified in the following section.

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Long Term Goals (2001-2010) It is the eventual goal of the Bicycle Milwaukee routing plan to locate a designated route within 1/4 mile of all Milwaukee residents. To that end, this plan breaks down the city into nine separate routing sections (see Appendix A). Within each section, the approximate number of additional north/south and east/west routes required to meet the 1/4 mile goal is identified. Certain corridors are also suggested for study in each section.

While the corridors are identified by street name, the long term goals are not meant to designate specific routes. The street names are used for broad corridor designation purposes only. Suggested corridors are also not intended to be exclusive. It is recognized that additional corridors will need to be identified in order to meet the 1/4 mile goal. In time, specific routes should be located within these corridors.

In locating these corridors, the principles governing the selection of priority 1-5 routes should be adhered to, with particular attention to route coordination.

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Objective 3: To enhance bicycle safety.

Task 3A: Build bicycle safety into transportation system design.

The City of Seattle joins others in concluding that "(B)icycle transportation will not increase significantly until the transportation system is made more hospitable and bicyclists' safety concerns are reduced."

Many of the criteria defining what constitutes a Bicycle Milwaukee route designation (*Task 2B*) are directly related to improving bicycle safety through transportation system changes. But design measures should not be limited to those enumerated and should be applied, where feasible, to all roadways, not merely designated routes.

Task 3B: Improve enforcement of bicycle-related traffic violations.

The Safety Division of the Milwaukee Police Department (SD-MPD) has played an active role on the Mayor's Bicycle Task Force and its Safety Subcommittee. The Federal Highway Administration has said that "Milwaukee, Seattle, and San Diego, that have exemplary pedestrian and bicycle safety achievements, have maintained active enforcement in combination with other program elements."

Such a solid foundation allows for substantial improvement at little cost. The SD-MPD has asked the MPD Training Bureau to include officer training on bicycle laws. To the extent that funding is available, this recommendation should be implemented.

The training should concentrate on those violations by both bicyclists and motorists that most compromise safety. High bicycle accident locations, as identified by the Milwaukee Safety Commission 1991 crash analysis and other appropriate methods, should be targeted for more intensive enforcement.

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Task 3C: Augment current bicycle safety education efforts.

Through the cooperation of MPD, the Milwaukee Public Schools, Milwaukee County, bicycle clubs, and private employers, comprehensive bicycle education and training should be more readily available to both children and adults. At a minimum, the following steps should be taken:

- a) MPD should expand its education programs to include middle school and high school students.
- b) Regular community-wide bicycle safety seminars should be conducted. These should be targeted not only to individual riders, but particularly to those who are in a position to, in turn, instruct other riders.
- c) The motoring public should receive instruction through a coordinated, multi-media "Share the Road" campaign.
- d) The possibility of a "bicycle violators school" should be explored by SD-MPD in cooperation with local bicycle clubs and instructors.
- e) The State of Wisconsin should be asked to require that bicycle safety be incorporated into Driver Education courses.

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Objective 4: To establish an on-going bicycle information and awareness program.

The possibilities are endless for bicycle information and awareness. To one degree or another, every element of Bicycle Milwaukee helps spread information and awareness. Active community involvement, promotion and advocacy by the Bicycle Coordinator are the best way to achieve *Objective 4* in a meaningful way. The tasks below should supplement what is understood to be the day to day role of the Bicycle Coordinator.

Task 4A: Print and distribute bicycle route maps.

In other cities the chief source of bicycling information has generally been the route map. State dollars are currently available to assist in the production and distribution of such maps. If designed and distributed properly, these maps can help accomplish a variety of important objectives.

- 1) A map can increase bicycle use by demonstrating easy, convenient and integrated routes to potential riders.
- 2) A map serves to improve bicycle safety by directing riders to designated routes, which are chosen for safety. Increased bicycle traffic along these routes also enhances the safety by making motorists more aware of the bicyclists.
- 3) A map can include riding and safety tips for both bicyclists and motorists. The City of Madison bicycle map serves as a good example of this.
- 4) A bicycle map can direct interested persons to other sources of information. Included on the map should be the phone number and address of the Bicycle Coordinator and other relevant officials.

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Task 4B: Conduct training seminars for appropriate city staff.

If *Objective 1* is to be fully realized, city staff must be better educated about the needs of bicycle travel. Many branches of city government should be involved in better integrating bicycle travel into the daily routine of getting about town. Traffic engineers, sanitation workers, city planners, development specialists, tourism officials, police officers, road crews and others need to be informed of how they can conduct their jobs in a manner that helps make bicycling safer and more convenient.

Task 4C: Co-sponsor Bike to Work Day/Week.

Bike to Work Days have been undertaken periodically in Milwaukee for many years, often sponsored and managed by bicycle clubs. They serve as valuable opportunities to focus public and media attention on the benefits of bicycling and the community's bicycle and transportation goals.

While the impetus for Bike to Work Day should continue to come from the private sector, the Bicycle Coordinator and Bicycle Council should lend their institutional and organizational resources. In particular, they should help coordinate with other units of government, enlist the participation of elected officials, and recruit the involvement of employers and employee organizations.

Task 4D: Promote event-related bicycling.

The Bicycle Coordinator should work with appropriate entities to promote bicycling to high traffic events such as Summerfest, ethnic festivals, parades, celebrations, and sporting events.

Secure bicycle parking areas should be available at the events. Incentives for non-motorized travel to the events should be considered.

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Objective 5: To pursue an aggressive Community Bicycle Investment strategy.

Task 5A: Secure sufficient funds to conduct the Bicycle Milwaukee Plan in a timely fashion.

While much can be accomplished with existing resources, the success of Bicycle Milwaukee will be largely dependent on its ability to capture the resources needed to achieve its Objectives and Tasks.

In cooperation with the Bicycle Council and other City staff, the Bicycle Coordinator should develop a strategy to generate the investment necessary to move Bicycle Milwaukee forward. The strategy should include, at minimum:

- a) Aggressive and creative pursuit of available federal and state funds.
Particular efforts should be made to capture dollars newly available under ISTEA, in the form of both general Surface Transportation Plan (STP) funds and earmarked Congestion Mitigation and Air Quality (CMAQ) funds. WisDOT's preliminary '93-'95 budget request included \$2 million to be distributed to local governments for bike projects.

Other funds may be available from the Wisconsin Department of Natural Resources (WDNR) for recreational bike path development. Opportunities for funding through the provisions and requirements of the Clean Air Act may present themselves. And rail transit funding, if made available, could be made to serve a dual purpose.
- b) Maximization of private sector human and economic resources (see *Task 5B* and *Task 5C*).
- c) A policy that city property tax dollars will be used only if other sources are not available, or to make other sources available. The primary purpose of property tax dollars will be to match or leverage state, federal or private funds.

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Task 5B: Promote bicycle racing and maximize its community impact.

Bicycle racing is a growing sport in the United States. Milwaukee already hosts a number of race events every summer. The events bring tourists, participants, sponsors, and the media into the community and heighten public interest in all forms of bicycling. An effort should be made to increase the positive economic effect of bicycle racing on the community. Among the questions to explore are:

- a) The potential to access current race sponsors for community projects
- b) The possibility of attracting additional races to Milwaukee
- c) The potential for building a velodrome in Milwaukee
- d) The possibility of coordinating current bicycle races with other bicycle-related events such as Bicycle to Work Day

Task 5C: Encourage private sector investment in bicycle transportation.

A measure of the success of Bicycle Milwaukee will be its ability to involve the human and economic resources of the private sector.

The Bicycle Coordinator should devote a great deal of attention to securing the participation of the private sector in the Bicycle Milwaukee plan. Among the ways the private sector should be encouraged to participate are:

- a) Including public members in the Bicycle Council
- b) Providing bicycle parking facilities for employees
- c) Providing shower and locker facilities for employees
- d) Providing incentives for employees to commute via bicycle
- e) For those subject to the Employee Trip Reduction provisions of the Clean Air Act, including bike promotion measures in their compliance plan
- f) Co-sponsoring bicycle events, seminars and promotional activities
- g) Funding or sponsoring portions of the Bicycle Milwaukee route plan

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PRIMARY SOURCES

Guide for the Development of Bicycle facilities, AASHTO

The Bike 2000 Plan City of Chicago

Seattle Comprehensive Bicycle Policy

Madison Bicycling Resource Guide & Route Map

Improving Local Conditions for Bicycling, John Williams, Bikecentennial's Bicycle Forum

National Bicycling and Walking Study, FHWA

Bicycle Safety Subcommittee Recommendations, mayor's Bicycle Task Force

Engineering Subcommittee Recommendations, Mayor's Bicycle Task Force

Staff Conversations and Correspondence

City of Milwaukee, Milwaukee County, SEWRPC, WisDOT

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APPENDIX A/ *Priority Bicycle Routes*

PRIORITY ONE ROUTES:

<i>Street</i>	<i>Segment</i>
Edgewood	Maryland to Downer
Kenwood	Maryland to Downer
Prospect/Bradford/Downer	Michigan to Edgewood
Farwell	Prospect to Bradford
Highland/Juneau	N. 17th to Prospect
N. 17th	Tory Hill to Highland
Michigan	N. 17th to the lakefront
Maryland	Kenwood to Edgewood

PRIORITY TWO ROUTES:

<i>Street</i>	<i>Segment</i>
Providence/Edgewood/Kenwood	Cambridge to Maryland
Kenwood	Cambridge to Maryland/ Downer to Lake Drive
Hartford	Maryland to Downer
Locust	Humboldt to Cambridge
Watertown Plank/Harwood/ Milwaukee/Washington/ Highland*	N. 17th to Underwood
Kilbourn	12th to 17th
N. 16th	Tory Hill to Kilbourn
Wisconsin Avenue	12th to 20th
Michigan	17th to 37th
Chicago	Water to Harbor
Water/Kane/Humboldt	Kinnickinnic to Capitol/ Estabrook Parkway

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APPENDIX A / *Priority Bicycle Routes*

PRIORITY TWO ROUTES (continued):

<i>Street</i>	<i>Segment</i>
Van Buren/St. Paul/Greves/32nd Jefferson	Michigan to Michigan Chicago to St. Paul

PRIORITY THREE ROUTES:

<i>Street</i>	<i>Segment</i>
Burleigh	Menomonee River Parkway to Humboldt
N. 52nd/Veteran's Hospital/ S. 54th*	Wisconsin to Kinnickinnic River Parkway
Wisconsin	37th to 52nd
Washington Park/Sherman	Highland to Villard
Mitchell	Beloit Road to Kinnickinnic
Windlake	Mitchell to S. 20th

PRIORITY FOUR ROUTES:

<i>Street</i>	<i>Segment</i>
Oklahoma	S. 20th to Lake Drive
Morgan*	Beloit Road to 20th
S. 20th	Rawson to Windlake
N. 91st/Swan Blvd.	County Line Road to Menomonee River Parkway
Villard	Grantosa to Lincoln Creek Parkway
Grantosa/Butler/Palmetto/91st/ Congress/Grantosa	Villard to Menomonee River Parkway

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APPENDIX A/ *Priority Bicycle Routes*

PRIORITY FIVE ROUTES:

<i>Street</i>	<i>Segment</i>
N. 107th	Brown Deer Road to Greenwood
Park Place/Greenwood/Everts/ Granville	N. 91st to N. 124th
N. 60th	Florist to Good Hope Road
N. 57th/N. 55th	Villard to Florist
Florist	55th to 91st
Hampton	Green Bay Road to Menomonee River Parkway
Beloit Road*	Root River Parkway to Mitchell
Lincoln	S. 39th to S. 54th
S. 37th/S. 38th	Lincoln to Mitchell
Pine/Humboldt Park/Howell/ Kinnickinnic	Layton to Bay Street
S. 6th	Grange to Manitoba
Howard	Pine to S. 20th
S. 84th*	Howard to Arthur

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APPENDIX A/*Priority Bicycle Routes*

LONG TERM GOALS (North):

Section 1: Highland to Burleigh
Sherman to Humboldt

3-4 Additional N/S Routes
2-3 Additional E/W Routes

Suggested Corridors: Fond Du Lac
Walnut Street
30th Street Rail Corridor
6th Street
27th Street
Meinecke Avenue

Section 2: Burleigh to Villard
Sherman to Humboldt

3-4 Additional N/S Routes
2-3 Additional E/W Routes

Suggested Corridors: Keefe Avenue
Atkinson
27th Street

Section 3: Villard to City Limits
60th to City Limits (East)

1-2 Additional N/S Routes
3-4 Additional E/W Routes

Suggested Corridors: Cheyenne Street
35th Street

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APPENDIX A/*Priority Bicycle Routes*

LONG TERM GOALS (North):

Section 4: I-94 to City Limits
City Limits to Sherman

2-3 Additional N/S Routes*

2-3 Additional E/W Routes

Suggested Corridors: Meinecke Avenue
60th Street

Section 5: Burleigh to Villard
City Limits to Sherman

3-4 Additional N/S Routes

2-3 Additional E/W Routes

Suggested Corridors: Keefe Avenue
68th Street

Section 6: Villard to City Limits
City Limits to 60th

4-5 Additional N/S Routes

4-5 Additional E/W Routes

Suggested Corridors: Gainsville Road
Fond Du Lac Avenue
102nd Street
68th Street

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APPENDIX A/ *Priority Bicycle Routes*

LONG TERM GOALS (South):

Section 1: I-94 to County 76 Route
City Limits to Lake Michigan

2-3 Additional N/S Routes
2-3 Additional E/W Routes

Suggested Corridors: Forest Home/Muskego
Bruce Street
1st Street/2nd Street
35th Street

Section 2: County 76 Route to Howard
City Limits to 20th Street

3-4 Additional N/S Routes*
1 Additional E/W Route

Suggested Corridors: Oklahoma Avenue
68th Street*
51st Street*

Section 3: County 76 Route to City Limits
20th Street to Lake Michigan

2-3 Additional N/S Routes*
2-3 Additional E/W Routes

Suggested Corridors: Morgan Avenue
Bolivar
Howell

* denotes routes located not entirely within city limits

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APPENDIX B / Members of the Mayor's Bicycle Task Force

Stephen Hiniker, Environmental Policy Coordinator, Chair

Petra Anert, Donohue Engineers

Steve Brachman, Resource Recovery Manager

Darwin Cone, Milwaukee Police Department

Steve Grabow, Milwaukee County

Barbara Gronek, City Attorney's Office

James Kaminski, Commissioner of Public Works

Ken Kinney, Office of Strategic Planning

Dan Klager, Cream City Bicycle Club

Dick Knepper, Bay View Bicycle Club

Bill Kopp, Public Member

Jeff Mantes, Bureau of Engineers

Mitchell Metz, Mayor's Office

Jeff Polenske, Bureau of Traffic Engineering

Catherine Ratté, Wisconsin Department of Transportation

Ed Richardson, Department of City Development

Barbara Schneider, Legislative Reference Bureau

Terry Witkowski, Milwaukee Police Department